CITY OF CHICAGO

DEPARTMENT OF AVIATION

ANNUAL REPORT

FOR THE YEAR ENDING

DECEMBER 31, 1969

WILLIAM E. DOWNES, JR.

Commissioner

CITY OF CHICAGO

DEPARTMENT OF AVIATION

Room 1000, City Hall · Chicago, Illinois 60602

RICHARD J. DALEY
Mayor

WILLIAM E. DOWNES, JR.
Commissioner

To His Honor the Mayor
and Gentlemen of the City Council

The Department of Aviation submits herewith its Annual Report for the year ending, December 31, 1969.

This report recounts the major activities and accomplishments of the Department of Aviation at all three of the City owned and operated Airports during 1969.

The Department is grateful for the high level of professional and fraternal cooperation and assistance from other governmental, civic and industrial groups in making our acheivements possible.

Respectfully submitted,

William E. Downes, Jr.
Commissioner of Aviation

THE CITY COUNCIL

RICHARD J. DALEY, MAYOR

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CLAUDE W.B. HOLMAN (b)
President Pro Temp

JOHN C. MARCIN
City Clerk

Ward		Ward	
1.	Fred B. Roti	26.	Stanley M. Zydlo
2.	Fred D. Hubbard	27.	Harry L. Sain
3.	Ralph H. Metcalfe	28.	Joseph Jambrone
4.	Claude W.B. Holman	29.	Robert Biggs
5.	Leon M. Depres	30.	Edwin H. McMahon
6.	A.A. Rayner, Jr.	31.	Thomas E. Keane
7.	Nicholas J. Bohling	32.	Theris M. Gabinski
8.	William Cousins, Jr.	33.	Robert Brandt
9.	Dominic J. Lupo	34.	Rex Sande
10.	John J. Buchanan	35.	Casimir C. Laskowski
11.	Michael A. Bilandic	36.	John F. Aiello
12.	Donald T. Swinarski	37.	Thomas J. Casey
13.	Casimir J. Staszcuk	38.	William J. Cullerton
14.	Edward M. Burke	39.	Anthony C. Laurino
15.	Joseph J. Krska (c)	40.	Seymour Simon
16.	Paul M. Sheridan	41.	Edward T. Scholl
17.	William H. Shannon	42.	Raymond K. Fried (e)
18.	Edward J. Hines	43.	G. Barr McCutcheon
19.	Thomas F. Fitzpatrick	44.	William S. Singer
20.	Kenneth E. Campbell	45.	Edwin P. Fifielski
21.	Wilson Frost	46.	Joseph R. Kerwin
22.	Otto F. Janousek (d)	47.	John J. Hoellen
23.	Frank J. Kuta	48.	Robert J. O'Rourke
24.	George W. Collins	49.	Paul T. Wigoda
25.	Vito Marzullo	50.	Jack I. Sperling

(a) Resigned December 9, 1969 (b) Elected December 23, 1969 (c) Deceased December 17, 1969 (d) Deceased June 3, 1969 (e) Deceased April 4, 1969

M. A. GORDON
Deputy City Clerk

MICHAEL COLETTA
Sergeant-at-Arms

PREFACE

On the following pages the Department of Aviation of the City of Chicago has summarized its accomplishments for the year 1969.

Just as the ordinary air traveler is hardly aware of the many long and, sometimes, weary hours of maintenance necessary to keep his gleaming and glamorous jet airworthy, so most people never realize the enormity of the job of keeping Chicago's Aviation facilities in good operating order.

A glance at the inventory sheets reveals some of the magnitude of the task of operating and maintaining Chicago's Airports.

Chicago O'Hare International Airport has an inventory covering about one thousand different categories from ammeters and clocks to ratcheting wrenches and portable vacuums. It takes thirty-three ledger pages to catalog the tools, office equipment, machinery, technical and scientific instruments and the rolling stock used to keep the world's busiest airport running smoothly.

Chicago Midway Airport has an inventory running to eighteen pages. Included are items such as a typewriter and a mimeograph purchased in 1950 and an Oskosh dump truck, equipped with a sand and salt spreader and a roll over plow, bought in 1969.

Even Merrill C. Meigs Field, Chicago's Lakefront Airport at 15th Street and Lake Shore Drive, has an eight page inventory of equipment and supplies.

CHICAGO-O'HARE INTERNATIONAL AIRPORT

The year 1969 saw continued modifications and improvements at Chicago-O'Hare International Airport in line with the overall growth trend of the aviation industry.

The steady upsurge of air transportation during the last ten years, along with reliable forecasts of continued expansion has spawned a new generation of wide bellied or high capacity aircraft. The first of the jumbo jets to go into commercial service was the Boeing 747 and 1969 saw its inaugural flight. In mid-December of this year a Pan American 747 touched down at O'Hare. The year 1970 would see the beginning of scheduled service.

Much of the Airlines' construction work during the year was of an interim nature. In the absence of definitive plans for a comprehensive and viable expansion of the terminal areas in particular, the expansion of hold rooms and various gate and concourse modifications were undertaken as a temporary answer to the operational problems associated with the jumbos.

Some very significant projects were completed by the City of Chicago during this time span. Construction of an addition which doubled the floor space in the Maintenance Building, was completed.

The extra space provides room for larger shops, more equipment and supplies and the larger number of maintenance personnel that have become necessary to keep pace with the growth of O'Hare.

One of the original runways at O'Hare is designated as 14 R - 32 L, running northwest-southeast. Built in 1955, reconstructed and extended in 1958 and again in 1960, this runway has handled the bulk of the planes taking off and landing at O'Hare.

The extensive freeze-thaw cycle from November through March, year after year, takes its toll on runways and taxiways as it does on the highways in the Midwest. This was found to be the major factor in the deterioration of 14 R - 32 L and the most feasible repair plan from the angle of cost and down-time was implemented in June of 1968. Completion of the project came in 1969.

In the fall of 1968 work was started on the high speed turnoffs from runway 9 R - 27 L to the parallel taxiway. This project was necessary to facilitate exit from and entrance to this runway so that the traffic flow can be properly maintained. The bulk of the construction was completed in 1969.

Another major building project that began in 1968 and was completed the following year was Phase II of the Vehicular Tunnel. Phase I of this underground road system, running under Runways 14 R - 32 L and 9 R - 27 L had been finished. Phase II extended both ends of the tunnel. Phase III will connect the tunnel with the access road and with Cargo City.

Cargo City is an area of approximately 300 acres south of the terminal complex, and presently intersected by the tracks of the Chicago and Northwestern Railroad. This area has been set aside on the Master Plan for the development of cargo handling facilities. The importance of Chicago as an air freight center underscores the value of this future cargo center and the underground tunnel that will connect it with the air freight loading and unloading docks and the aircraft servicing areas of the Airport.

Planners must always make provision for handling the ground traffic bringing people to and from the Airports. Since the jobs provided by O'Hare have steadily increased, there was need for expanded City employee parking. The year of 1969 saw the completion of the work begun in September of 1968 to enlarge the City employees' parking lot north of the airport maintenance building.

The lower level roadway in front of the terminal buildings, which had become a very congested scene at peak passenger activity times, was widened by some twenty feet. This has provided for a freer flow of cars, taxis and buses carrying incoming passengers to all parts of the City and metropolitan area.

In the first three years that the terminal facilities were in operation in excess of five million cars used the parking lot. Even at that time there was a growing demand for close-in parking, especially in bad weather. Over three million six hundred thousand cars were parked in 1969 alone, dramatically emphasizing the need for better parking facilities.

The parking lot had been designed with the recognition that multiple deck parking would be an ultimate requirement. But there were several interconnected design problems in the overall expansion of this area which had to be solved.

The Department of Aviation had also envisioned a hotel adjacent to, and immediately in front of the terminal buildings. Tentative plans for such an edifice had been made. The catalyst for the definitive planning which emerged was the building of a new control tower by the Federal Aviation Administration. This tower was to be built in the same vicinity as the hotel and parking garage.

The F.A.A. needed expanded and improved tower facilities to cope with O'Hare's heavy traffic and expansion. The old tower had been centrally located when the airfield configuration was circular. With the opening of Terminals #2 and #3 and the consequent elliptical configuration of the airfield, the control tower was no longer ideally situated. Moreover, with the lengthening of the runways over the years and further extensions planned, the tower was no longer high enough to enable the air traffic controllers to easily see the ends of all of them.

The problem of constructing a new control tower, a multiple deck parking structure and a hotel in the same area, was to make them all esthetically compatible with each other and with the other airport structures, and yet as highly functional as possible. All of these goals were satisfactorily worked out. Blueprints were giving way to steel, concrete and glass.

As the year 1969 came to a close the new F.A.A. control tower reached almost 200 feet into the sky and construction was nearly completed. Work on the elevated parking structure was about to begin. But with much of the close-in parking about to be displaced because of construction, provision had to be made for temporary public parking.

An auxiliary parking lot (Annex B) had been built between the "L" finger of Terminal #3 and the Heating and Refrigeration Plant. An addition was made to this lot in 1969.

A new annex parking area (Annex A), north and east of the general aviation area, with a strip running east along the entrance road to accommodate the Rent-a-Car "returns", was also built during the year 1969.

A remote parking lot (Annex C) was to be added in 1970 and free shuttle bus service inaugurated between the various parking areas and the terminals.

Many projects of lesser consequence were completed during the year and serious planning continued on the shape of the future for Chicago-O'Hare International.

While the recession affecting the economy of the entire country has hurt the aviation industry, there were satisfactory increases in every major operational category.

Four Scheduled Carriers were added to the O'Hare Family in 1969. Chicago Helicopter Airways renewed service in the spring. Two third level carriers, Gateway Aviation and Allegheny Commuter, began operating out of the "A" Concourse. Olympic Airways inaugurated Chicago-O'Hare service on June 11, 1969.

This brought to thirty the number of the Scheduled Airlines, Domestic, International and Third Level Commuters, using the airport facilities.

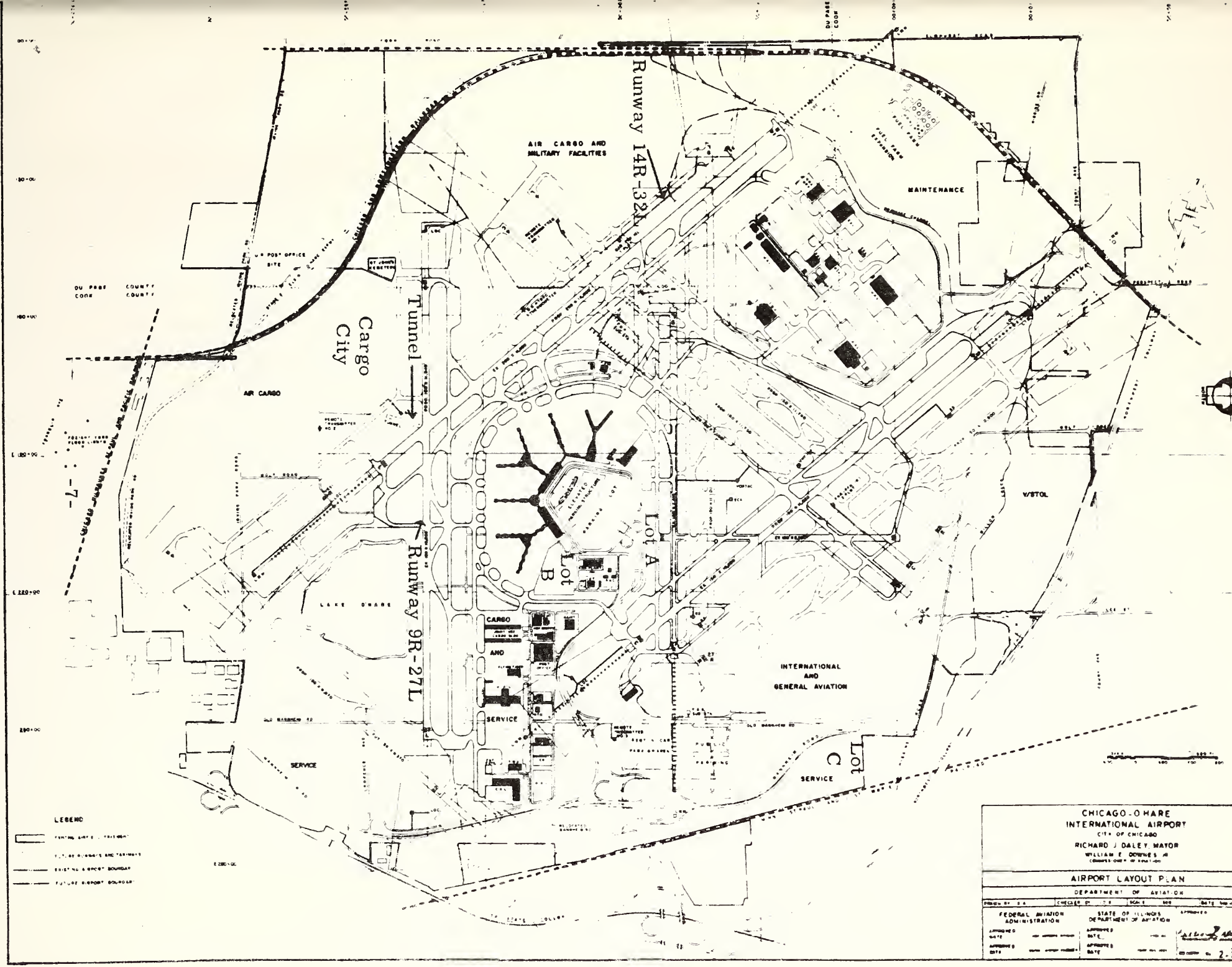
The 1969 increases over 1968 in each significant statistical category showed less than half of the increase of 1968 over 1967. These statistics, signaling a temporary slackening of growth in the aviation industry, are set forth below:

TOTAL OPERATIONS:

		Increase over 1968
Aircraft	676,473	1.9%
Passengers	31,443,218	4.3%
Cargo	1,509,086,968 lbs.	7.0%

CARGO HANDLED:

Mail	385,736,566 lbs.
Express	107,630,308 lbs.
Freight	1,015,720,094 lbs.


Runway 14R-32L
Runway 9R-27L
Tunnel
Cargo City
AIR CARGO AND MILITARY FACILITIES
MAINTENANCE
AIR CARGO
V/STOL
Lot A
Lot B
Lot C
CARGO AND SERVICE
INTERNATIONAL AND GENERAL AVIATION
SERVICE
SERVICE
LAKE O'HARE
DU PAGE COUNTY
COOK COUNTY
U.S. POST OFFICE SITE
LEGEND
CHICAGO-O'HARE INTERNATIONAL AIRPORT
CITY OF CHICAGO
RICHARD J. DALEY, MAYOR
AIRPORT LAYOUT PLAN
DEPARTMENT OF AVIATION
FEDERAL AVIATION ADMINISTRATION
STATE OF ILLINOIS DEPARTMENT OF AVIATION
2-200

CHICAGO MIDWAY AIRPORT

The long hoped for and planned for revival of Chicago Midway Airport was still at issue at the close of the year. There were encouraging signs, however, that progress was being made and the groundwork for a thorough revitalization laid.

While the number of aircraft operations at Chicago-O'Hare International increased by only 1.9% over 1968, takeoffs and landings increased by a total of 19% at Midway Airport. At the close of the year 1968 there were approximately seventy-six operations a day at the Southside Airport. By December of 1969 there was an average of ninety operations a day.

Four of the Scheduled Carriers had increased their arrivals and departures, while three had reduced their frequency of operation, to leave approximately the same total. But three new Scheduled Airlines were added to the Midway Family and this accounted for the 19% increase.

On April 28, 1969, Mayor Richard J. Daley welcomed the inaugural flight of Northeast Airlines to Chicago Midway Airport. The Mayor presented the official flag of Chicago to Mr. J.O. Leet, President of Northeast Airlines, and was presented in turn with gifts representative of the Northeastern United States by the City Manager of Bangor, Maine and the Mayor of Manchester, New Hampshire.

Allegheny Airlines, serving Chicago Midway from Terre Haute, Bloomington, Lafayette and St. Louis, was welcomed by Mr. Jack Bowen, representing the Mayor, on October 1, 1969. Again, the official flag of the City of Chicago was presented to the Airline, represented by Mr. Thomas L. Ferguson, its Vice President.

December 1, 1969, saw the arrival at Midway of Piedmont Airlines, serving Chicago from various cities in North Carolina, Virginia and West Virginia. Mayor Daley welcomed approximately 150 civic and government leaders from various cities on the Piedmont system, and presented Mr. T.H. Davis, President of Piedmont, with the official flag of the City.

Mayor Daley emphasized the fact that Midway Airport had been revitalized with one motive in mind, to provide the people of Chicago with new economic, social and cultural ties with the people of all the cities served by the Airlines.

Because of the build up of Scheduled Airline operations there was an expected decline in General Aviation activity. It was a severe decline of 49% in passengers and 34% in operations. Because of this there was an overall decline in the totals of both passengers and operations at Midway of approximately 28%. In view, however, of the sizeable increase in Scheduled Air Carrier activity and a 36% increase in cargo tonnage handled, the year ended on an optimistic note.

The exterior of the South Terminal was refurbished by sandblasting and necessary tuck pointing, joint and roof repair work. Meanwhile, inside, new ticket counters were being installed, and a new ceiling and new lighting fixtures were going into place. These steps, along with some incidental remodeling, were taken to provide better facilities for the United States Weather Bureau and to prepare for the Third Level Commuters which would operate out of Midway Airport.

Other construction and maintenance tasks of note included repair work on runways 31 L - 13 R and 22 L - 4 R, completion of the installation of signs and door plaques throughout the North Terminal and finishing touches put on lobby and concourse areas by some of the Airline Teants.

Two significant test programs were conducted at Chicago Midway during 1969.

The National Aeronautics and Space Administration, together with City Departments, conducted tests on the grooved runways as part of their traction and grooved runway friction measuring program. The Federal Aviation Administration also participated in these tests held in September. Preliminary results showed the Chicago Midway Airport grooved pattern to be less costly and equally effective as grooved runways tested elsewhere.

In April American Airlines, exploring the feasibility of inter-metropolitan STOL (a short takeoff and landing aircraft) service, conducted part of a $300,000.00 program at Midway.

This in-depth study was to examine the possibility, by the mid-70's, of city-center to city-center operations using STOL aircraft. STOL-ports could be established, for instance, for such short haul flights as Chicago-Detroit or St. Louis, which would bypass major airports and relieve the airport and airway congestion.

The plane used was a French designed McDonnell-Douglas MDC-186. The research team evaluated such operating characteristics as maneuverability at low speed and three different navigation systems that could some day guide a STOL aircraft to its destination with minimum ground control in presently unused air space.

Such testing programs hold promise of still another revolution in the aviation industry and could mean that an airport like Midway itself would become even more valuable to the City.

Midway continued to be an important diversionary airport for flights which could not land at Chicago-O'Hare or at Merrill C. Meigs Field because of adverse weather or traffic conditions.

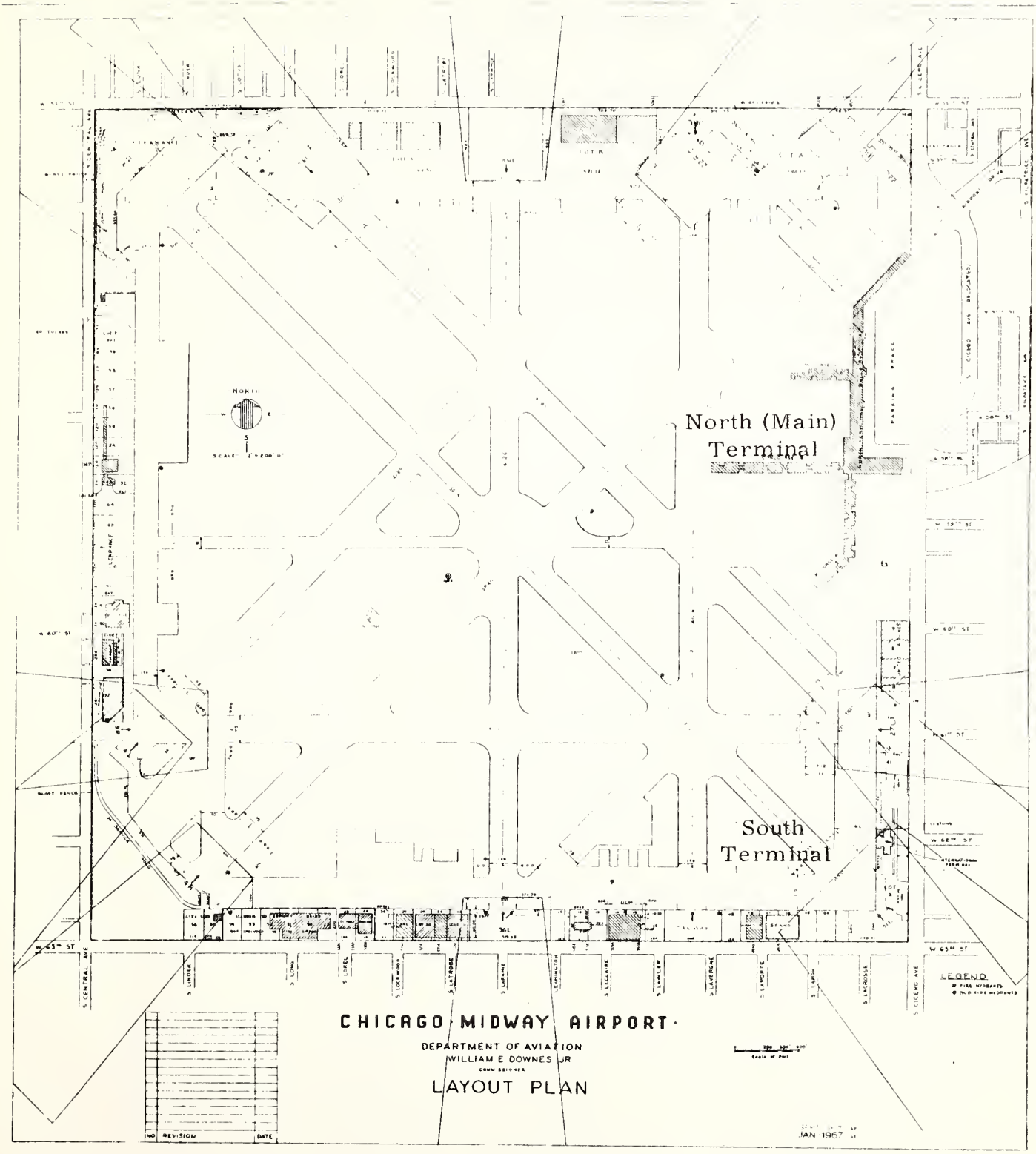
A brief statistical chart of the main operational categories, with the corresponding percentage of increase or decrease from the year 1968, follows:

TOTAL OPERATIONS:

		% Inc. or Dec. over 1968
Aircraft	194,923	-29%
Passengers	1,205,546	-27%
Cargo	5,545,026 lbs.	36%

CARGO HANDLED:

Total Mail	3,155,918 lbs.
Total Express	280,682 lbs.
Total Freight	2,108,426 lbs.


North (Main)
Terminal
South
Terminal
CHICAGO · MIDWAY · AIRPORT ·
DEPARTMENT OF AVIATION
WILLIAM E DOWNES JR
COMM SIONER
LAYOUT PLAN
NO REVISION DATE
JAN 1967

MERRILL C. MEIGS FIELD

At Meigs the story for 1969 with the Scheduled Third Level Commuters was one of fewer small planes doing more work. While there was a 29% decrease in the amount of Scheduled Airline activity over the previous year, there was a corr-esponding 8% increase in the number of passengers.

This is the type of development which must continue if the air taxis are to survive and grow. Profitable load factors are essential to the health of airlines, large and small, but may be even more critical in the small airline corporation whose income is frequently wholly dependent on passenger revenues.

The building of regular volumne passenger business between the smaller towns and the large hubs depends, hoever, on many factors within the control of the third level operators, such as convenience, service, reliability and safety.

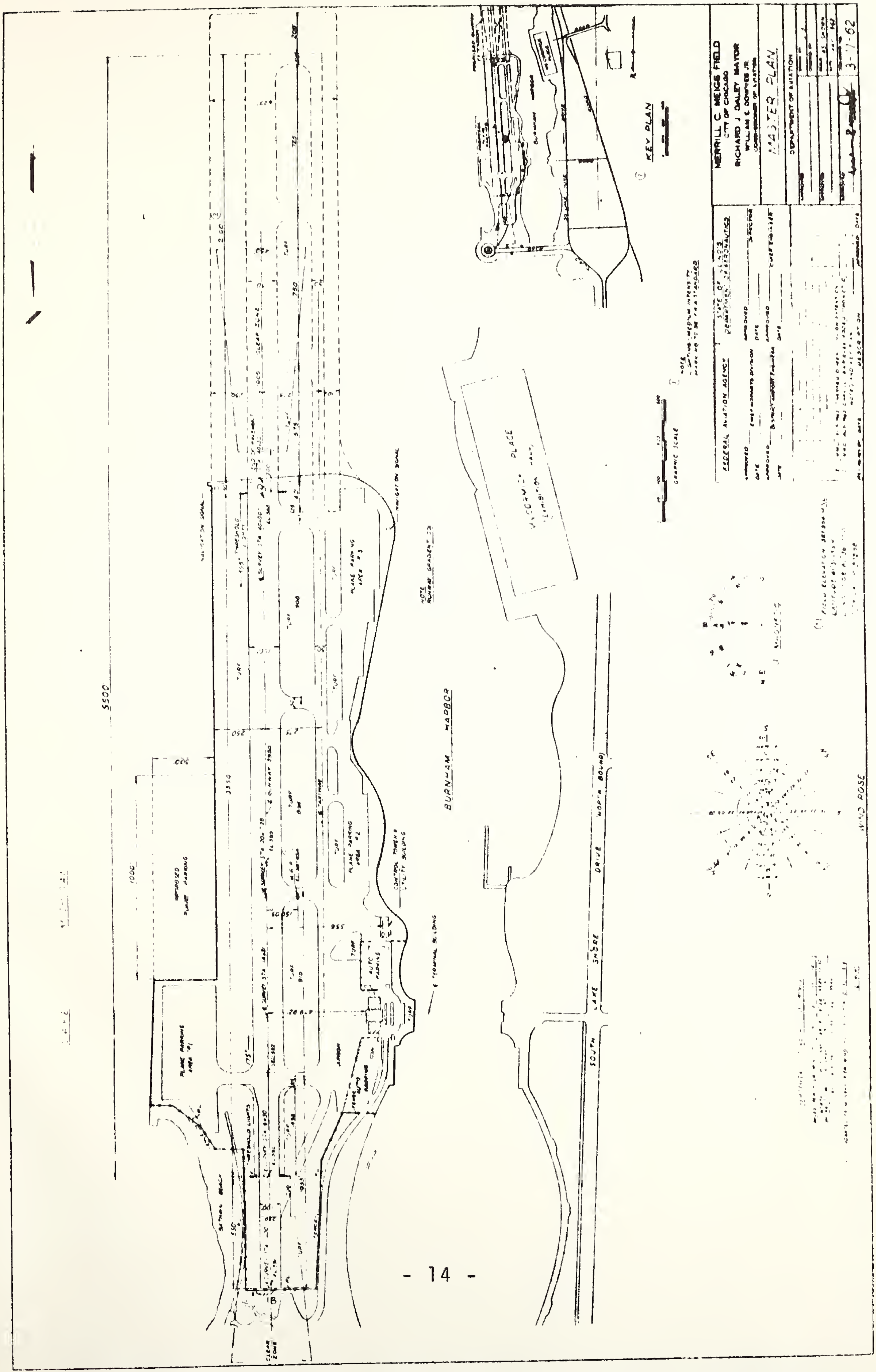
Meigs Field surely satisfies one require-ment of the commuter population. It is most con-venient, being so near to downtown Chicago and the business centers in and near the Loop. Its prox-imity to the new McCormick Place Convention Center, which is scheduled to reopen in 1971, makes Meigs even more important and attractive.

There was a 5.4% increase over the year 1968 in non-scheduled operations at Meigs in 1969, with an even greater increase of 8% in the number of passengers carried on these flights. This is added proof of the popularity of this lakefront airport with the flying businessman.

The total operations at Merrill C. Meigs Field in the past year are as follows:

TOTAL OPERATIONS:

		% Inc. or Dec. over 1968
Aircraft	89,805	-1.8%
Passengers	267,418	8.7%


MERRILL C. MEIGS FIELD
CITY OF CHICAGO
RICHARD J. DALEY MAYOR
MASTER PLAN
DEPARTMENT OF AVIATION
KEY PLAN
FEDERAL AVIATION AGENCY
GRAPHIC SCALE
BURNHAM HARBOR
McCORMICK PLACE
SOUTH
LAKE
SHORE
DRIVE
NORTH BOUND
WIND ROSE
5500
CLEAR ZONE
PLANE PARKING AREA #1
PLANE PARKING AREA #2
PLANE PARKING AREA #3
CONTROL TOWER & UTILITY BUILDING
AUTO PARKING
APRON